

100 PERCENT GAIN IN 1 YEAR
Last month (September) the number of "Want" Advs. printed in the Journal was..... 75,758
Same month last year..... 39,647
Gain in one year..... 36,111
JOURNAL "WANT" ADS. GROW

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DEWEY STANDS FIRM, AN EXPANSIONIST.



ADMIRAL GEORGE DEWEY.

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Quoted by a High Official as with the Journal, Absolutely, for Permanent Retention of the Philippines.

Considers Filipinos Unfit to Choose Their Own Rulers. Favors Government After the Plan of Our Territories.

President Said to Be Fully in Accord with the Admiral's View, Which Is Also That of Professor Schurman.

WASHINGTON, Oct. 5.—"Admiral Dewey is an expansionist. He stands for the permanent retention of the Philippines by the United States.

"His opinion is that after the Filipinos have acknowledged the sovereignty of the United States they shall be treated with all kindness and consideration, and that the best way to do this is to establish a government or governments in the archipelago like that of the territories of the United States.

"In other words, Admiral Dewey believes that the process of the United States in forming territories should be followed in the Philippine Islands.

"Admiral Dewey has quite recently crystallized his views as to the future of the islands into definite opinions in favor of expansion. Since he came to Washington he has explained that what he meant by 'self-government' of the Filipinos was self-government as it is understood in the territories and States of the Union. He believes that the Filipinos are not now, nor can possibly for years be, capable of self-government in the sense that they can take rank with the nations of the world, and that the first step toward fitting them for any kind of government would naturally be to govern them as the people in our territories are governed.

Not Competent to Choose Their Own Rulers.

"Admiral Dewey does not deny that he has spoken in high terms of the capacity of the Filipinos, but he has at no time said they were such a race as were entitled to or could be granted either independence or the right to choose their own rulers.

"Admiral Dewey believes that a territorial form of government for Filipinos will last for an indefinitely long period."

These statements were made by a high Government official to the Journal to-day, with the understanding that they might be disseminated as an authoritative explanation of Admiral Dewey's position on this important question.

In brief, Admiral Dewey is an expansionist absolutely, and publications endeavoring to create the impression that he favors the withdrawal of American troops from the archipelago, or the surrender of the islands to the rule of a small proportion of the inhabitants, are false. The high character of the official making this announcement can be vouched for by the Journal correspondent, who is aware of the fact that the Admiral and the informant have had several lengthy conversations both here and in New York.

It is only fair to add that the official in question drew the conclusion from his statement of facts that the President and the Admiral are a unit on this question, although that conclusion does not necessarily follow, and is stated for its obvious political effect.

Agrees with Professor Schurman in the Main.

It is clear that both Professor Schurman and the Admiral agree on the general proposition that the American flag shall not come down in the Philippines, and the Philippine Commission's report, to be prepared in November, will make that point. There may be a difference of opinion among the commissioners as to how the islands should be governed.

This morning he visited Hilary A. Herbert, former Secretary of the Navy under Cleveland. After paying his respects to his former chief, the Admiral strolled through the residence portion of the northwest and lunched at the Metropolitan Club.

Late this afternoon he was visited by the officers of the Marine Barracks, under the lead of General Heywood and Colonel Reid.

To-night the Admiral dined at home with his son and Lieutenants Caldwell and Brumby.

After dinner the Admiral, with his aides, took a walk up Connecticut avenue to Dupont Circle, where they made a few calls. Returning, they spent an hour or so at the Metropolitan Club and then retired.

To Meet the Home Fund Committee To-day.

Admiral Dewey will meet the members of the Dewey Home Fund Committee in the office of Assistant Secretary Allen at 11 o'clock. At this conference it will be decided whether a house is to be built or purchased. The wishes of the Admiral alone will guide the committee. The committee has now almost \$50,000 and expects that at least \$5,000 more will be added.

The committee is in receipt of a letter from U. S. J. Dunbar, the sculptor, offering to contribute a bust of the Admiral, to be placed in the residence which is to be given him.

This morning the Admiral was presented with a mahogany cane made by Herman Barghausen from a stick brought from Cuba. The stick is mounted with gold and in the hand-piece are placed a dozen microscopic photographs, including those of the President, the Admiral and other famous officers who participated in the Spanish war.

Admiral Dewey will leave Washington next Monday for a month's absence before settling down to his well earned rest at the capital. He will first pay a long promised visit to Mr. Seward Webb, at his country place on Lake Champlain, where he looks forward to the enjoyment of complete independence after the recent fatigue. Mr. Webb's estate contains some thirty-six hundred acres, located on the most picturesque portion of Champlain. Before returning to the capital the Admiral will visit his old home in Vermont.

BOSTON WANTS OLYMPIA TO COME WITH DEWEY.

Mayor Quincy Suggests That the City Present a Suitable Gift to the Admiral.

Boston, Oct. 5.—Mayor Quincy to-day telegraphed Secretary Long, of the Navy Department, asking if the arrival of the Olympia cannot be deferred until Admiral Dewey's visit, on October 14, and if the Olympia's crew cannot be here at that time.

The mobilization of State troops will be the main feature of the Dewey festivities, and the crew of the Olympia, it is hoped, will act as an escort to the Admiral. It is understood Admiral Dewey wants no reception.

Mayor Quincy proposes that Boston provide a suitable and valuable gift for the Admiral, and that its presentation be made a part of the day's programme. It is also proposed that the school children sing before the Admiral in some public hall during his stay.

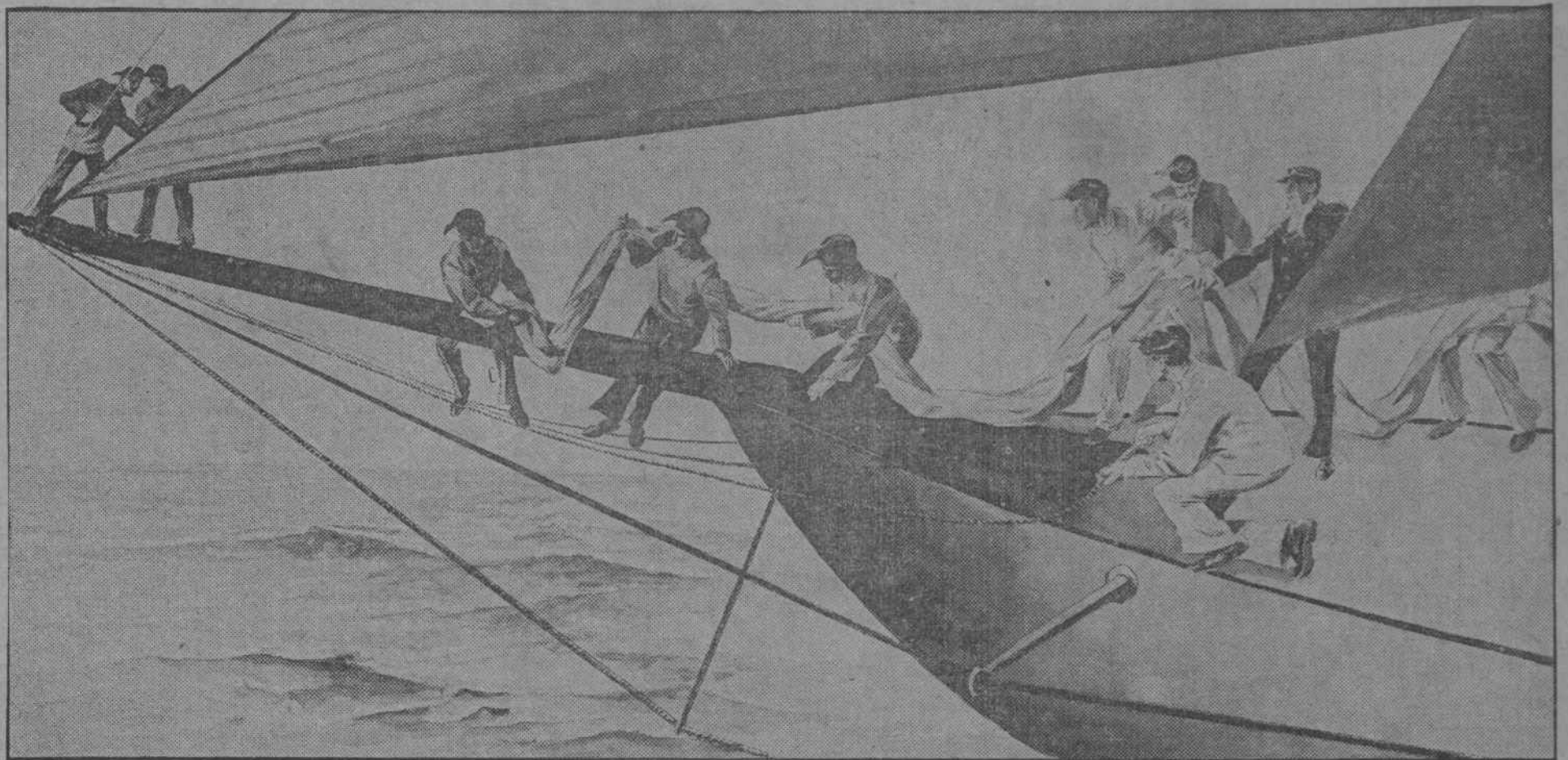
NEBRASKA FIGHT CLOSE, ADMITS SENATOR THURSTON.

Declares Bryan Holds His Forces Together, and Only Count of Ballots Will Disclose the Result.

Washington, Oct. 5.—"If Bryan were a citizen of any other State than Nebraska," said Senator Thurston, in an interview to-day on politics in his State, "we would have no doubt about a Republican victory. As it is, I would not care to make any positive predictions. I believe we will win, but it is a hard fight, and the result will not be known until the ballots are counted. 'There is no doubt,' continued the Senator, "that Bryan is holding his people together."

Famous Passengers on St. Paul. London, Oct. 5.—The American Line steamer St. Paul, which sails from Southampton on October 7 for New York, will take among her passengers Miss Clara Barton, of the Red Cross Society; United States Senator Henry Cabot Lodge and Congressmen George B. McMillan.

SHAMROCK'S QUALITIES IN A DRIFT MAKE EXPERTS FEAR FOR THE CUP.



ON THE SHAMROCK—GETTING OUT THE BALLOON JIB TO SEND IT UP IN STOPS

Yachts Idle Through Haze and Fail to Reach the Outer Mark—Experts Look Upon the Challenger as a Most Dangerous Craft.

TIME OF START, HALF WAY AND END.

Signal to start	11:00:00
Columbia crossed the line.....	11:00:53
Shamrock crossed the line.....	11:01:05
Columbia's lead	12 seconds
Race called off.....	3:43 p. m.

THE OPINIONS OF EXPERTS.

CAPTAIN H. C. HAFF—While Columbia is faster down the wind in light breezes, she is not the Shamrock's superior in windward work in moderate winds.

CAPTAIN EVANS, U. S. N.—Shamrock is no match for Columbia in light weather. Columbia will beat Shamrock as badly to windward as she will off the wind.

SIR THOMAS LIPTON—The conduct of Shamrock, whenever she got a bit of wind, confirms my high estimate of her.

BETTING.

10 to 6 on Columbia for the series.
10 to 8 on Columbia for yesterday's race.

TO-MORROW'S RACE.

Fifteen miles to leeward or to windward and return.

By Capt. Hank Haff.

THE result of yesterday's attempt to sail off the first of the series of races between Shamrock and Columbia was even less satisfactory than that of Tuesday. There was not enough strength to the light west-northwest breeze to send the yachts through the water faster than a three-knot gait, and this died away into a flat calm before the yachts had traversed half the distance to the outer mark.

After lying in the doldrums for half an hour, a light air from the southeast made them stow away their light sails, flatten in their sheets and start on a beat to the outer mark, but before they had made three miles the managers of the yachts agreed to turn back, as it was very evident that they could not complete the course in time.

When they gave up, the Shamrock held the commanding position.

Started About Even.

Having signalled the course would be E. S. E., fifteen miles and return, and sent the stake boat off to log the course, the committee fired the preparatory gun at 10:45 and the starting gun fifteen minutes later. Both yachts being to the westward of the line, they eased main booms to starboard, broke out balloon jib topsails and lowered spinnaker booms to port, bore off for the line. The Columbia went across slightly in the lead, close up to the lights, while Shamrock was further to the southward near the committee boat. Spinnakers were broken out and the boats were off on their long drift.

The Columbia at once began to crawl away from her opponent, and

again demonstrated, as she did on Tuesday, that she is faster dead before the wind in a light breeze, than the Fife boat. The white boat gradually increased her lead until there was more than half a mile of blue water between her and the green challenger.

This state of affairs was apparently not pleasing to Hogarth, for he held up for Columbia's weather quarter with the evident intention of starting a luffing match that would use up part of the five and a half hour limit. He was successful, for Barr immediately accepted the challenge and luffed the Columbia. Spinnakers were taken in on both boats and they held in for the Long Island shore for some time.

Columbia Pulls Away.

This luffing match resulted badly for Shamrock, for the American boat continually drew away until three-quarters of a mile separated the racers.

The people on the challenger soon tired of this kind of medicine, gybed their main boom to port and headed offshore. Columbia was after them at once, but the Yankee craft soon ran into a calm spot and lay there until Shamrock drifted up to her.

At this stage of the race the Columbia lost steerage way and turned completely around, while the other boat appeared to be under control.

Shamrock Lead at Close.

When the light southeasterly wind came in the yachts seemed to be on even footing, and to take the wind at the same time. In the hour and a quarter beat to windward, before the race was declared off, the Shamrock proved herself equal, if not superior,



Why not hire them for Saturday's race, They'll supply wind to spare.

STORY OF THE GREAT DRIFTING MATCH.

By J. K. Mumford.

Two painted yachts, like toys, creeping with a burden of idle sails across a Summer sea. In the great circle around them there was no horizon denning sky and ocean; only a haze, metal tinted, and stretching far away into it a silent, gossamer fleet of observation boats, like a many-spired city of the mirage.

Off to the southward, a red ball, bobbing at the end of a spar buoy—the outward mark toward which the drifting yachts had been aiming through nearly four hours. Tacking back and forth, nursing the red ball, the yachts had been blowing forth-

out from all quarters of the compass, and forever elbowing her white rival a little away to leeward, the Shamrock was sustaining the faith in her as a light breeze boat which was born in the heart of Lipton by her performance on Tuesday.

It was plain enough, and had been so since 2 o'clock, that pinch and save as they might they would never be able to turn the stake and worry back to the lights within the required five and a half hours, even if the brisk wind from the south, which the sharps had been prophesying since morning, should begin to blow forth-

With. Tired with the monotony of it, landmen who had come out on the excursion boats sought quiet corners and dozed off. The